

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M.; Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamilton.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,888 tons, Captain W. A. Valentine.

"NANNING," 1,569 tons, Captain G. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunking, Mahning, Kamchuk, Kau-Kong, Samshui, Howik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

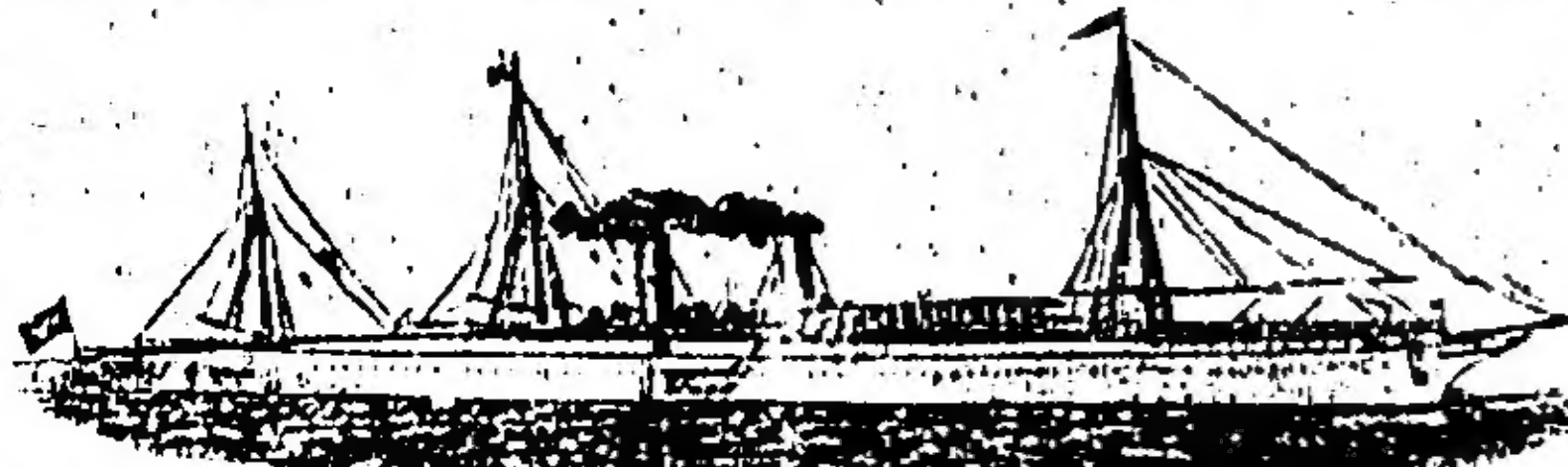
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trip.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN,"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPRESS OF INDIA,"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR,"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPRESS OF JAPAN,"	6,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPRESS OF CHINA,"	6,000	WEDNESDAY, Mar. 28	April 18

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £60.
 Hongkong to London, Intermediate only £40.
 Steamers, and 1st Class Rail.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Route, Hand Books, Rates of Freight and Passage, apply to—
 E. BROWN, General Agent,
 Hongkong, 10th January, 1906. Corner Pedder Street and Praya, opposite Black Pier. [13]

HAMBURG-AMERIKA LINIE. OBTASATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG.	21st Jan.
Wulsenberg	(Calling at SPORE, PENANG & COLOMBO).	Freight.
RUGIA	ODESSA and HAMBURG.	24th Jan.
v. Hoff	(Calling at SPORE & COLOMBO).	Freight.
ALESIA	HAMBURG and STETTIN.	31st Jan.
Linia	(Calling at SPORE, PENANG & COLOMBO).	Freight.
BRISGAVIA	HAVRE, BREMEN and HAMBURG.	4th Feb.
Russ	(Calling at SPORE, PENANG & COLOMBO).	Freight.
RHENANIA	HAVRE and HAMBURG.	10th Feb.
Förck	(Calling at SPORE, PENANG, COLOMBO & NAPLES, if sufficient inducement offers).	Passengers.
SPEZIA	HAVRE and HAMBURG.	21st Feb.
Porelius	(Calling at SPORE, PENANG & COLOMBO).	Freight.
SAMBIA	HAVRE and HAMBURG.	7th March
Ehlers	(Calling at SPORE, PENANG & COLOMBO).	Freight.
SCANDIA	HAVRE and HAMBURG.	21st March
v. Dören	(Calling at SPORE, PENANG & COLOMBO).	Freight and Passengers.
ANDALUSIA	FOR ODESSA (DIRECT).	About
Filler	(Calling at SINGAPORE and COLOMBO).	15th Jan.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's Buildings.

Hongkong, 15th January, 1906.

TSIN TING. LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUIER STREET. REASONABLE FEES. Consultation Free. Hongkong 10th July, 1904.

Dr. M. H. CHAU, THE LATEST METHOD of the

AMERICAN SYSTEM OF DENTISTRY, 37, DES VUEX ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 22nd July, 1905. [10]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIEHEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
DAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ RITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIEHEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.

ON WEDNESDAY, the 17th day of January, 1906, at Noon, the Steamship GNEISENAU, Capt. Bolle, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 16th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEBE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.
WILLEHARD	4,761	TUESDAY, 6th March.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.

ON TUESDAY, the 6th February, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lentz, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PREUSSEN, WEDNESDAY, 17th Jan.
 For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } ZIEHEN, WEDNESDAY, 31st Jan.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 16th January, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING." SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG. [14]

Intimations.



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNEWILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA, HOWARD & Co., 50, Queen's Road Central, Hongkong. Hongkong, 19th May, 1905. [15]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes. LARGE SELECTION OF VIEWS ALWAYS ON HAND. PRICE VERY MODERATE. Hongkong, 15th September, 1905. [16]

To Let.

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 30th December, 1905. [17]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 27th June, 1905. [18]

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 17, WONG-NEI-CHONG ROAD, No. 5, CLIFTON GARDENS, Conduit Road, No. 6, CLIFTON GARDENS, No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground, OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER), GODOWNS: PRAYA EAST.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 18th January, 1906. [19]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels, in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 881.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lobbers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[19]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave HONGKONG	Connecting Steamers from	Due at	Due at
COLOMBO		COLOMBO	MARSEILLES & LONDON	BRINDISI (London 1 day later)

Tons. Noon, Saturday.			Tons. Saturday.			Friday.
ARCADIA	7,000	Feb. 10	BRITANNIA	7,000	Mar. 10	Mar. 16
DELHI	8,000	Feb. 24	MOLDVIA	10,000	Mar. 24	Mar. 30
DONGOLA	8,000	Mar. 10	MONG-LIA	10,000	April 7	April 13
DELTA	8,000	Mar. 24	MOULTAN	10,000	April 21	April 27
CEANA	7,000	April 7	MARMORA	10,500	May 5	May 11

				Sunday.	Saturday
ARCADIA	7,000...	April 21...	VICTORIA	7,000 ...	May 20... May 26
DEVANUA	8,000... May 5...	HIMALAYA	7,000 ...	June 3...	June 9
DELHI	8,000... May 19...	INDIA	8,000 ...	June 17...	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	ABOUT	DUE AT LONDON	ABOUT
JAPAN	4,500	Feb. 14	Mar. 31		
SUMATRA	5,000	Feb. 28	Apr. 14		
NUBIA	6,000	Mar. 14	Apr. 28		
JAVA	4,500	Mar. 28	May 12		
FORMOSA	4,500	Apr. 11	May 26		

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles. "SUMATRA" and "NUBIA" call at MARSEILLES.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1906.

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Intimation.

POWELL'S

Alexandra Buildings.

FIRST-CLASS DRESS-MAKING

by
EXPERIENCED FITTERS.

BEST WORK
ONLY.

CUT, STYLE AND FIT GUARANTEED.

Moderate Charges.

NEW DRESS FABRICS

for
Morning, Afternoon,
and
Evening Gowns.

All Wool Armures
\$1.25 per yard.

Eolienues and Voiles
\$1.50 to \$3.00 per yard.

Mohairs and Lustres.
\$1.50 to \$2.50 per yard.

Taffeta Beiges
\$1.00 per yard.

Velours Chiffon Voiles
\$1.75 per yard.

Voile a Jour
\$1.25 per yard.

Silk Warp Mohairs
from \$2.00 per yard.

ALL THE LATEST
PRODUCTIONS.

WM. POWELL,
LIMITED.

"Alexandra
Buildings,"
Hongkong, 16th January, 1906.

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle which governs the purchase of a medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it, and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Indigestion, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 20th January, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 17th January, until SATURDAY, the 20th January, 1906, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 5th January, 1906. [105]

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE is hereby given that the FIFTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on SATURDAY, the 20th January, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 16th January, to SATURDAY, the 20th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 11th January, 1906. [113]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the EIGHTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 1st February, 1906, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Secretaries to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.

Hongkong, 16th January, 1906. [108]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the EIGHTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 1st February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 16th January, 1906. [119]

WANTED.

POSTAGE STAMPS: used, highest price given.
A. BARKER,
S.P.G. Mission, Cawnpore, India.
Cawnpore, 15th January, 1906. [120]

INDO-CHINA STEAM NAVIGATION CO., LTD.

A PROGRESSING ENTERPRISE.

The Statist of Dec. 9th says:—The Indo-China Company was formed into a limited liability company in 1882, with an authorized capital of £1,200,000, and the Company proceeded to allotment with a paid-up capital of £495,890, divided into 49,589 shares of £10 each (being part of the first issue of 60,000 shares) to take over 12 steamers with a gross tonnage of 13,567, and to build or otherwise acquire more steamers to trade on the coasts of China, Japan, Straits Settlements, India, and in other Far Eastern waters.

For the next 13 years to 1894 the Company paid its way, provided for the usual depreciation of steamers, and also declared regular dividends. At the end of 1894 the Company had 22 steamers, of a gross tonnage of 35,822 with a book-value of £495,890, the average age of the fleet being about 11 years. In 1895, however, a forward policy was adopted by the directors, which has been continued until the present time. According to the balance sheet issued last June, the Company possessed at the end of December, 1904, a fleet of 38 steamers, of 83,517 gross tons, with a book-value of £937,936, the average age of the fleet being under nine years, many new steamers having been recently built, whilst the older boats have been disposed of.

A comparison of the years 1894 and 1904 is most striking, as will be seen by a perusal of the following statistics:—

	1904.	1894.	Inc. or Dec.
Gross tonnage of fleet.....	83,517	35,822	plus 47,695
Number of steamers.....	38	22	plus 16
Average age.....	9	11	minus 2
Average speed.....	12.5	10	plus 2.5
Book-value of fleet.....	£937,936	£495,890	plus £442,046
Underlying reserves.....	£21,250	£2,742	plus £18,508
Reserve fund.....	£100,000	Nil	plus £100,000

It will thus be seen that the book-value of the fleet has increased by £441,963, or almost £9 per share; and this is after writing off for depreciation in 10 years under review of an aggregate representing over £10 per each £10 share. During these 10 years the capital of the Company has remained at £495,890, and there has been no issue of debentures, thus showing that the increased value of the fleet, £441,963, and the depreciation of over £300,000, have been entirely met out of earnings.

During the same 10 years under review £32,164 was distributed in dividends, at an average rate of 6 1/2 per cent. per annum. During the current year the position of the Company has further improved, as three new steamers have been added to the fleet, whilst a very old one has been sold and another old one lost, the present average age of the fleet being now reduced to eight years, which we believe is a record for any fleet of passenger liners. The two premier German shipping companies, the Norddeutscher Lloyd and Hamburg-American lines, have absorbed several shipping companies in the Far East during the past few years, and it would not be matter for surprise if one of those concerns or some English company were to make an effort to secure control of a fleet such as that of the Indo-China Company, which at market prices of the capital is taken at 50 per cent. below actual value.

It will at once be seen what enormous strides towards prosperity the Company has made during the past 10 years, and the last balance sheet shows what a strong position the Company is now in. If the fleet were sold to-day over £20 per £10 share would probably be realized; the book-value of £937,936, after deduction of the general and underwriting reserves, is only £376,787 or under £7 per ton gross, whilst on the dead-weight capacity the present market value of the shares works out under £5 per ton. As we are dealing with modern tonnage these values appear decidedly low.

The present quoted price of the fully-paid-up £10 shares on the London Stock Exchange is about £10 1/2, so there is ample margin for rise in market prices, and the more so if China is to be opened up in the near future.

The average yearly dividend paid by the Company from 1895 to 1904 inclusive has been 6 1/2 per cent.

The dividend paid last June, for 1904, was 12s. per share, or 6 per cent., whilst £120,668, or nearly £2 per share in the year, was written off for depreciation and placed in reserves. About half the shares are held in China, and the remainder in England or elsewhere.

	Depreciation, Tonnage, Dividends, &c.	No. of Shares.	Value.	Net Value.	Dividend per Share.
1895.....	237,822	23,782	403,093	36,822	15s.
1896.....	53,130	5,313	606,113	55,298	15s.
1897.....	74,924	7,492	681,037	62,806	15s.
1898.....	98,518	9,851	779,555	72,904	15s.
1899.....	124,012	12,401	893,567	83,517	15s.
1900.....	150,506	15,050	1,017,579	95,529	15s.
1901.....	176,999	17,699	1,141,591	107,541	15s.
1902.....	203,493	20,349	1,265,603	119,553	15s.
1903.....	229,987	22,998	1,389,615	131,565	15s.
1904.....	256,481	25,648	1,513,627	143,577	15s.
1905.....	282,975	28,297	1,637,639	155,589	15s.

Amount paid in dividends for the 10 years on the capital of £495,890, at 6 1/2 per cent. £32,164.

IN the Court of Appeal, on 9th ult. before the Master of the Rolls and Lord Justice Romer, in the case of the Shell Transport and Trading Company, Limited, v. the New York Herald Company, Mr. J. E. Barker, K.C., for the defendants, asked leave to withdraw the appeal. The action was for a libel published in the New York edition of the New York Herald. The defendant's upon inquiry found that they could not substantiate the statements contained therein, and they accordingly withdrew the appeal, and they agreed to pay the plaintiff's costs as between solicitor and client. Sir Edward Clarke, K.C., for the plaintiffs, said the plaintiffs were competitors of the Standard Oil Company. The latter company published a long statement making serious reflections upon the plaintiffs, which the plaintiffs could not possibly pass over. The statements made charged the plaintiffs with having repudiated their contracts and with having sold Rumanian oil as Pennsylvanian. Having to deal with the Standard Oil Company, the plaintiffs accepted the statement now made on behalf of the defendants, but they did so only upon the terms that the defendants publicly withdrew the allegations in Court and apologised for having made them.

Auctions.

PUBLIC AUCTION.
The Underigned will sell by Public Auction, on THURSDAY, the 18th January, 1906, at 3 P.M., on the Spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of
BUOYS AND MATSHEDS
on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.
TERMS:—Cash.
For Plan and Conditions of Sale, apply to—
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 13th January, 1906. [12]

This Sale will take place on the 18th instant, at 3 P.M., instead of on the 15th instant, as previously advertised.

(BY ORDER OF THE MORTGAGEES).

PUBLIC AUCTION.

MESSRS HUGHES AND HOUGH have received instructions to sell by

PUBLIC AUCTION,
on
THURSDAY,
the 18th day of January, 1906, at 3 P.M., at their SALES ROOMS,

THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY,

situate at Victoria, in the Colony of Hongkong, viz.:

All that PIECE or PARCEL OF GROUND, situate at Victoria, aforesaid, and registered in the Land Office as SECTION A of MARINE LOT No. 104, containing by superficial measurement 2,800 square feet and having a frontage to Queen's Road Central of 30 feet and 6 inches or thereabouts and a depth of 80 feet. On this Section stands the very valuable house and premises, known as No. 35, Queen's Road Central. All the said premises are held for the residue of a term of 98 years granted by a Crown Lease of Marine Lot No. 104 and which Lease is dated 15th April, 1859.

For further particulars and conditions of sale, apply to—
JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to
Messrs HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 15th January, 1906. [1304—F]

PUBLIC AUCTION.

By ORDER OF THE MORTGAGEES,
of
VALUABLE LEASEHOLD PROPERTY,

situate in Caine Road, Victoria, in the Colony of Hongkong,
IN TWO LOTS,
BY
Mr. GEO. F. LAMMERT,
Auctioneer,
ON
SATURDAY,
the 20th day of January, 1906, at 12 o'clock Noon, at his Sales Rooms, Duddell Street.

LOT 1.—Registered in the Land Office as SECTION B of INLAND LOT No. 522 with the Messuage and Buildings thereon known as No. 72, Caine Road. Annual Crown Rent \$5.70.

LOT 2.—Registered in the Land Office as SECTION C of INLAND LOT No. 522 with the Messuage and Buildings thereon known as No. 70, Caine Road. Annual Crown Rent \$5.63.

For further particulars, apply to—
EWENS, HARSTOCK & HARDING,
Vendor's Solicitors,
or to
Mr. GEO. F. LAMMERT,
Auctioneer.
Hongkong, 11th January, 1906. [116]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of January, 1906, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Austin Road, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Regulatory No.	Locality.	Boundary Measurements.				Area in Acres.	Annual Rent.	Upset Price.
		N.	S.	E.	W.			

1	Lot 1, 1st.	150	100	150	100	10,000	112	1,120
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Hongkong, 13th January, 1906. [120]

GOVERNMENT NOTIFICATION.

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		N.	S.	E.	W.			

1	Lot 1, 1st.	150	100	150	100	10,000	112	1,120
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Hongkong, 13th January, 1906. [120]

Auction.

VALUABLE SUGAR ESTATES FOR SALE BY PUBLIC AUCTION.

THE PROPERTY OF WELLESLEY (PENANG) ESTATES, LIMITED.

By Order of the Trustees for the Debenture Holders.

MESSRS. KENNEDY & Co. and Messrs. **A. A. ANTHONY & Co.** will offer for sale by Public Auction at The Georgetown Sales Room, No. 25, Beach Street, Penang, on WEDNESDAY, the 17th day of February, 1906, at 11 A.M. precisely, subject to such Conditions of Sale as shall be read thereat:—

Those well-known and valuable Sugar and Tapioca Estates, known as **PRYE, BATU KAWAN** and **ALMA**, situate in the Central and Southern Districts of Province Wellesley, comprising a total area of about 12,800 acres held under Government Statutory Grants, Government Grants and Government Leases of which a total of about 6,275 acres are under cultivation with all the buildings and fixed machinery and plant appertaining thereto.

THE PRYE ESTATE comprises an area of about 4,738 acres of which about 693 acres are cultivated for Sugar, about 296 acres are planted with Coconuts, about 327 acres are Paddy land, and about 938 acres are Fallow land. About 66 acres of the Estate are covered with canals, drains and roads, and the remainder is jungle land of which about 666 acres are suitable for cultivation.

THE BATU KAWAN ESTATE comprises an area of about 5,399 acres of which about 324 acres are cultivated for Sugar, about 54 acres are planted with Coconuts, about 13 acres are planted with Tapioca, about 53 acres are Paddy land, and about 1,689 acres are Fallow land. About 67 acres of the land are covered with canals, drains and roads, and the remainder is jungle land of which 1,066 acres are suitable for cultivation.

THE ALMA ESTATE comprises an area of about 2,670 acres of which about 300 acres are planted with Tapioca and about 60 acres with Citronella grass, and in addition to the above about 300 acres are planted by Chinese Squatters with Pine Apples in which the Vendors have the right to plant Para Rubber and there are about 1,340 acres of Fallow land suitable for planting Tapioca and Rubber.

The remainder of the Estate consists chiefly of Forest land of which about 300 acres are suitable for cultivation. There are about 5,000 Coconut trees on this Estate, principally young trees about one year old, planted between the Tapioca plants, and about 1,500 Para Rubber trees of about 3 years old on various parts of the Estate. About 6,000 Para Rubber Plants have also been planted between the Tapioca within the last 3 months.

The sale will include the Goodwill of the business of Planters and Manufacturers of Sugar, Tapioca, Citronella and other products carried on by the Wellesley (Penang) Estates, Limited.

Plans of the Prye and Batu Kawan Estates showing the position and area of the fields and lands can be inspected at the Office of Messrs. Paterson, Simons & Company, Weld Quay, Penang, from whom and from Messrs. Pregrave and Matthews, Solicitors, Penang, or the Auctioneers, further particulars can be obtained and to whom application for particulars and conditions of sale should be made.

Penang, 6th December, 1905. [1281—K]

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [30]

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.
ELGIN ROAD, KOWLOON.
Hongkong, 20th May, 1904. [28]

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Fraya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINE AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER,
Macao, 16th October, 1905. [29]

Intimations.



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [52]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other chemicals.

PRICE 5s. 6d. per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1904. [62]

THE WINE GROWERS SUPPLY CO.

HARRETTO & Co.
General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY
JULES MERMAN & CIE,
BORDEAUX.

Cotes \$9.50 Per Dozen Quarts.
Medoc 9.50 " "
St. Estephe 9.50 " "
Pauillac 13.50 " "
Margaux 14.00 " "
Chateau Ludovice 17.00 " "
Chateau Galle 18.00 " "
Chateau Pontet
Canot 20.00 " "
Chateau Mouton
d'Armailacq 24.00 " "
Chateau Marquet
Merman 27.00 " "
Chateau Rauzan 30.00 " "

SPANISH CLARETS.

Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - \$16.50

A. S. WATSON & CO.,
LIMITED.WINE & SPIRIT
MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

AT

ST. LOUIS EXHIBITION.

Hongkong, 20th June, 1905.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 16, 1906.

JAPANESE AND THE PACIFIC
TRADE.

The Japanese shipping companies have made no secret of their intention to compete for a share of the Pacific trade, and in this laudable endeavour they have received the moral, if not more substantial, support of the Government. It was clearly stated, unofficially perhaps, but still in terms which left no doubt as to their meaning, that the Japanese considered the shipping trade with China and Korea as belonging peculiarly to themselves. They announced that they intended to develop the overseas trade with Australia, and eventually to make a serious bid for the Pacific trade. Our Shanghai correspondent telegraphed yesterday that a Japanese combination had submitted a proposal offering to purchase the Pacific Mail line, and that Mr. Harriman, the President of the Company, was giving the matter his consideration. In this respect, the Japanese are simply following in the footsteps of the Norddeutscher Lloyd. When the latter Company decided to extend their branch services in the East, they examined the situation, and found that the Scottish Oriental Company, with headquarters at Singapore, was so firmly established that a ruinous competition would be necessary if the newcomers were to oust their rivals. Very shrewdly, the Norddeutscher Lloyd determined that such a policy would be unbusinesslike, if not absolutely fatuous, and they made an offer to buy up the Scottish Oriental Company, lock, stock and barrel, with the proviso that the latter concern should not enter the field of their former operations for a space of five years. The Scottish Oriental Company accepted the offer, and the transfer of their boats to the Norddeutscher Lloyd, under the German flag, followed in due course. The success of that "deal" is seen to-day in the practical monopoly enjoyed by the leading German shipping lines in transporting passengers and freight to the outposts, to Java, Sumatra, Bangkok, and the smaller coast stations, from Singapore. Not only do these radiating lines pay their own expenses, but they act as feeding agencies for the through mail steamers, and are invaluable in maintaining a constant connection with the outposts. Now the Japanese, realising the strenuous struggle that must be engaged in if they are to enjoy a share of the Pacific trade, have made this firm offer to the Pacific Mail Steamship Company. It was only the other day that the President of the line, Mr. Harriman, was in the Far East, ostensibly spying out the land for future and greater operations. Incidentally, he was mobbed during the riots at Tokyo. Now that he is conversant with the possibilities of trade in the Orient, it is scarcely probable that he will advise his Company to relinquish their grip on the Pacific just when the clouds are breaking. Besides, the Pacific Mail line is in the fortunate position of running in connection with a network of railways in the United States, largely controlled by those at the head of the shipping business; with the result that they are in a position to ensure large outward cargoes, and they are gradually building up a connection in the Orient, which will in the course of time bring satisfactory homeward cargoes in its train. We may assume, however, that the Japanese are not taking a leap in the dark when they offer to purchase the Pacific Mail service; that would be totally alien to the Japanese character. They must have grounds for believing that, given a satisfactory offer, the American syndicate would not be unwilling to open negotiations for the sale of their fleet and good-will. But the very fact that the Japanese realise the possibilities of a profitable trade across the Pacific should make it plain to the Americans that great opportunities are now opening out for shipping generally. In all the circumstances, we are not inclined to believe that the Americans will close with the offer, unless the counter inducements are sufficiently great to overcome all scruples, and blind them to the prospects of the future. In this connection, it should be noticed that Japanese shipping companies have not been quite so successful in their operations during the past half-year as had been anticipated. The effects of the war are still being felt; but once Japan gets settled again, Korea placed on a firm basis, and the trade of Manchuria reorganised, Japan should enter on a new era of prosperity, which will be experienced in all departments of industry. Whenever the Japanese shipping companies succeed in acquiring a foothold in the Pacific trade, by purchase or otherwise, it seems certain that to a great extent the balance of trade will be shifted, and that the Pacific will become the great highway for the interchange of products.

LOCAL AND GENERAL.

PRINCE Ching, on the 9th inst., asked the Throne to ratify the Sino-Japanese Treaty.

THERE has been a remarkable fall in shares in Tokio in consequence of the announcement of the composition of the new Cabinet.

THE troubles in Siberia are becoming worse than ever. At the Russian legation in Peking no telegraphic news from Siberia has been received for a week.

ON the Hongkong Hockey Club ground at Happy Valley yesterday afternoon a match was played between teams from H.M.S. *Tamar* and H.M.S. *Hecla*. The *Tamar* players put up a good game, and eventually won by four goals to two.

A CHINESE schoolboy, about ten years of age, of a well-to-do family, was placed before Mr. F. A. Hazeland this morning on a charge of snatching a pair of gold ear-rings and earrings from a girl in Hollywood Road, on the 7th inst. Contradictory evidence was heard and the lad was discharged.

ADMIRAL Sir Gerard Noel, commanding the British Squadron held an "at home" upon his flagship at Manila on the 12th inst. in the afternoon from 3.30 to 6.00 to the officers of the army and the navy, the insular officials and employees and the members of the Army and Navy club, University club and the Manila club.

It is reported, in a northern vernacular paper, that in reply to a memorial recently submitted by Viceroy Ts'en of Canton, in which he asked that Whampoa might be made into an open port, the Government had approved of his proposal. But the regulations for opening the place will not be made until the Waiwupu and the Shangpu have reported on the matter.

WONG TIT Tien appeared at the Police Court this morning in reply to a summons issued by the Postal Authorities charging him with infringing the exclusive privilege of the Postmaster General by despatching from the Colony, on Jan. 13, certain correspondence to Shanghai, not through the Post Office. A fine of \$100 was imposed by Mr. Hazeland.

VICEROY Ts'en of Canton, being in urgent need of funds for carrying out certain public undertakings, held a special consultation with H. E. Chang Yu-nan, with the view of getting him to undertake the raising of the required funds. The most urgent works to be undertaken at present are a Government medical college and water works. It is said that H. E. Chang has consented to undertake the raising of funds for these two objects.

TWO China ponies, subscription griffins of this season 1905-6, belonging to the estate of the late Mr. Herbert Rose, will be sold by public auction, to-morrow, the 17th inst., at 7.30 a.m., within the Jockey Club compound near the Grand Stand. If purchased by a member or members of the Hongkong Jockey Club these ponies will be eligible to be entered for and run at the race meeting to be held next month and for which a programme has been issued.

THE *Shanghai Times* prints a Peking wire of the 9th inst. to the effect that a further complication has been developed with regard to the Lien-chau affair. Viceroy Ts'en of Canton has wired to the Waiwupu to the effect that he had informed the American Consul that the Lien-chau case will be properly settled, but the two torpedo boats at present stationed at Canton must be withdrawn before further discussion can be resumed. To this, the American Consul seems to agree. The Cantonese authorities are now engaged in raising the funds required for the indemnity.

IT is believed in Washington that the price of silver will continue to advance, not alone because of the increased demand for the metal throughout the world, but because of the increased demand for the relative depreciation of gold occasioned by the immense output in recent years. Various theories are given by financial experts to account for the continued appreciation in the price of silver, but it is generally believed that the most potent cause is the extraordinary output of gold, which causes a relative depreciation in that metal. The balance will be adjusted probably by the opening up of the old silver mines again, bringing about a vast output of the metal also.

HO Ngan, a coolie, was brought up this morning before Mr. F. A. Hazeland, at the Police Court, on a charge of being in unlawful possession of \$1,104.40, on the 14th inst. and being unable to give a satisfactory explanation as to how he came into possession of the money. Inspector Collett, who prosecuted, said that defendant was employed in a shop at Canton as a coolie. On the 14th inst. he was despatched by his master to take 1,200 taels to another shop in Canton, as payment for goods supplied by their Shanghai agents. Ho Ngan came to Hongkong instead, and kept the money. The Canton people immediately came down, and two hours after the report was made, defendant was arrested with the money. Only about \$200 had been spent. His Worship: "I suppose he will be ultimately punished? Four months' hard labour."

IN Summary Jurisdiction this morning, his Honour, Mr. A. G. Wise, Puisne Judge, presiding, Gojar Singh, watchman at the Connaught House Hotel, sued Chu Lam for the recovery of the sum of \$55, being as to \$50 balance of money lent, and as to \$5, four months' interest thereon. Defendant admitted the debt, but said he borrowed the money from one Giffit Singh who had disappeared. The promissory note showed that the endorsement was in favour of the plaintiff Gojar Singh, and judgment was given for plaintiff with costs. The promissory note, at defendant's request, was ordered to be marked as an exhibit in the case, and returned to defendant, so that he would not be called upon to pay it, a second time. Mr. R. Gardiner, of the office of Mr. O. D. Thomson, appeared for the plaintiff, and the defendant appeared in person.

STEAMERS IN COLLISION.

"TAI ON" v. "KWONGTUNG."

In Admiralty Jurisdiction this morning, His Honour, Sir Francis Piggott, Chief Justice, presiding, the case in which the *Tai On* Steamship Company, owners of the *Tai On*, are suing the owners of the *Kwongtung* for the recovery of the sum of \$500, being the amount of damages suffered by the *Tai On*, by reason of a collision with the *Kwongtung*, in the Canton River, was resumed.

Mr. M. W. Slade, instructed by Mr. R. Harding, of Messrs. Ewens, Harston and Harding, appeared for the plaintiff company, and Mr. E. H. Sharp, K.C., instructed by Mr. H. H. J. Gedge, of Messrs. Johnson, Stokes and Master, represented the plaintiff company.

Captain Walker, in command of the *s.s. Kwongtung*, described the events of the evening of the 17th of May, which led to this action, and said he went on the bridge at 12.30 a.m., and was in charge of the vessel from then up to the time of the collision. At 1.45 a.m. he eased the *Kwongtung* to three-quarter speed, and there was no change of speed all the way from that time until they reached Canton. At 12.30 a.m., witness saw the *Tai On* some distance ahead, and he passed her about three-quarters of an hour later. When they arrived at the Whampoa Barrier, the *Tai On* was astern, though gradually drawing nearer. She continued overhauling, and caught up the *Kwongtung* at 5.30 a.m. Witness was, then on the starboard side of the river, and in the navigable channel. The *Tai On* was then heading on to the stern of the *Kwongtung* in coming across from the North bank. Had she continued that course she would have struck witness on the port quarter. As the *Tai On* drew nearer he considered the position was becoming dangerous and he gave the order, "full speed" in order to get out of the danger threatening.

To His Honour: The *Tai On* was only doing what the *Kwongtung* had previously done. Witness then described the collision, and said that the bow of the *Tai On* was a little astern of the *Kwongtung's* bow, and she never got forward of that position. The *Tai On* dropped astern until her bow was overlapping the stern of the *Kwongtung* by only a few feet. The *Tai On* then began to sheer, and at about the third sheer her bow struck the *Kwongtung* on the stern, which had the effect of forcing her bow round. Immediately he felt the collision he rang up "full speed astern," and he put his helm: "hard aport," but it had no effect on the ship's head, and she collided with a junk. Had that junk not been just where she was the *Kwongtung* would have been forced aground. When the *Tai On* first approached, witness did not think she intended to pass, because its customary for an overhauling steamer to indicate, by blowing on his whistle, to the steamer in front on which side he intends to pass. The *Tai On* did not so signal.

The collision took place about 5.25 a.m. They cannot enter Canton before 6 a.m. so that it is no use to go at too great speed, as vessels would only have to hang about outside if they arrived too early. As the two vessels were then placed the *Tai On* ought to have gone to her moorings immediately astern of witness. Witness never at any time tried to cross the bows of the *Tai On*. After the collision when he struck the junk he remained there for some time. He did that to give the junk people a chance to come on board if they wanted to, but as they did not, witness, after waiting about 10 minutes or a quarter of an hour, worked his propellers to get clear, but they got foul of the moorings of the junk just astern.

Witness in reply to Mr. Slade, drew on the chart his course up the river, and stated that the collision took place between 500 and 600 feet from the Yamen. He did not take any definite observation at the time of the collision; his figures were approximate. It was a little less than a mile from the Salt Kists where the *Tai On* overtook the *Kwongtung*. Here the chart was again used to work the position, and measurements showed it to be 400 feet less than a mile from the Yamen. That was where the *Tai On* was just overlapping the *Kwongtung*; she was then not abreast, her stern was slightly overlapping the *Kwongtung's* stern.

Mr. Slade here asked witness to mark out in dotted lines the courses taken by the *Tai On*, when His Honour said he thought it would be better during the luncheon recess, to have a chart of just that portion of the river made out in a large scale, as it was difficult to follow it all on the small charts produced.

Witness undertook to do this himself, and produce it at the afternoon session.

Mr. Slade said he would leave that part of his cross-examination.

Witness, continuing, said he went half speed from about 1.30 a.m.; he went right through Whampoa without stopping, and passed the barrier at 5.10 a.m., having maintained the same speed all the way. Between Tiger Island and Whampoa he gained two or three miles on the *Tai On*. He got to Whampoa at 4 a.m., and thence to the barrier is about six miles, and it took him one hour and ten minutes to cover that distance. The *Tai On* was going at eight knots when she overtook the *Kwongtung*.

Mr. Slade: Will you explain how, if you gained three miles on the *Tai On*, she made it up and gained on you in so short a distance?

Witness: It must be through her varying her speed.

Mr. Slade: Now, I put it to you, that seeing you were arriving too soon, you slowed down.

Witness: Under such circumstances, I certainly would have slowed down.

His Honour: Yes, but that is not the question. The question is did you slow down on that occasion?

Witness: I did not?

Mr. Slade: You did not?

Witness: No.

Continuing witness said when the *Tai On* was drawing up she altered her helm and kept clear of witness. That was the proper thing for her to do as she was the over-taking vessel. She was travelling considerably faster than the *Kwongtung*, and in one hour and ten minutes she gained two or three miles. Witness could not say she was gaining on him fast. Witness was fully aware that it was the duty of the overhauling steamer to keep clear of her. The *Tai On* did keep clear, but she came so close that she was only kept clear by witness's avoiding her.

Mr. Slade: How did you avoid her? Witness: I put on speed.

Mr. Slade: Is that all you did?—Yes. You did not alter your course at all?—No.

Witness went full speed ahead as soon as the *Tai On* overhauled him, that is within two minutes. He put his engines ahead at 6.20 a.m. The deck and engine-room logs were here produced to show that the times coincided.

CANTON NEWS.

THE CANTON-HANKOW RAILWAY.
[From a Correspondent.]

Canton, 14th January.

The approach of the Chinese New Year is not hailed with gladness by merchants in Canton. It is one of the worst New Years that I have known. Money is very scarce, and every branch of trade is suffering. Only one or two trades have had what I might call a profitable year—the leather and hide business heads the list, and the tea trade also has been fairly prosperous, although the quantity shipped has been very small compared with former years. Profits, however, have been satisfactory. The exportation of preserved ginger fell short of last year's figures by some 40 per cent. Traders in cassia are losing money, but they are compelled to sell in order to get ready money. The silk trade has also experienced bad times, and about 30 filatures have had to close their doors within a few days of each other. The trade in silk waste has ruined ten or more houses, some of which are already in the hands of foreign consuls, for outstanding claims either on account of short delivery or bad quality.

AN ALLEGED EXTORTION CASE.

It is reported that an extortion case, which is likely to prove of some interest and importance, is in the hands of the Viceroy, who has ordered proof to be led. The matter, I understand, is concerned with steam launches, and the steam launch owners have been holding meetings on the subject.

CANTON-HANKOW RAILWAY SQUABBLE.

I understand that in connection with the construction of the Canton-Hankow railway, trouble has arisen between the merchants and the gentry on the one side and the Government on the other. It seems that the Government wish to raise money for the building of the line by doubling the "chin fee" like. They also propose to levy a poll-tax, and to levy a rate on the property of the wealthy, to these proposals the merchants and gentry are strongly opposed. A meeting was held to consider the situation. The discussion developed into violent harangues, and before the proceedings ended tempers were smashed, and the proceedings finally broke up in confusion. The Viceroy was represented by the Provincial Treasurer, who reported the result of the discussion to His Excellency. As a result, Mr. Lai Kwai Pu has been arrested by order of the Viceroy. Mr. Lai is an ex-taoist of Amoy and had just returned from Hankow, where he represented the Canton merchants and gentry before Viceroy Chang Chi-tung. Other merchants and members of the gentry are "wanted" by the Viceroy in consequence of their opposition to the Government proposal, and it is probable that the affair will have far-reaching consequences. Canton is worked up to a high pitch of excitement on the subject, and particularly reproaches the high-handed action of the Viceroy.

THE SHAN PIU LOTTERY.

The Shan Piu lottery, authorised by the Viceroy, did not pay the winners the prize money to which they were entitled for the last two or three months.

THE VICEROY.

[From Our Own Correspondent.]

Canton, Jan. 12th, 1906.

The Viceroy continues to plead illness and attends to no business. The consuls can get no satisfactory answers to despatches. It is difficult to understand just what the Viceroy hopes to gain by this conduct. He is bringing up himself the ill will of both foreigners and Chinese. It may be true that he is in good health, but he is not believed to be suffering very much. He seems to take spells and then refuses to do anything. He has tried many times to get away from Canton but Peking keeps him here. The Chinese would be delighted to see the last of him, and the foreigners have no love for him. Under these conditions it is difficult to understand why he should remain. But whatever the reason may be, of one thing there is no doubt: business is at a standstill.

THE BOYCOTT.

The last proclamation by the Viceroy regarding the boycott has not changed the situation. It matters not what the Viceroy may recommend, and this proclamation is no more than a recommendation, the situation will remain as it is. The merchants and others know very well the attitude of the Viceroy towards the boycott, and, no matter what his proclamations may say, nothing will be done to those who continue the boycott.

As I have already pointed out, the situation has very materially changed during the last few weeks. There is a very little said about boycott, but there is a very decided determination to continue it. You can see telegrams from San Francisco posted up on the street corners urging the continuance of the struggle. But the people take little notice. The merchants can get all the goods they want. Connection has been established with firms in other countries, and the difficulties at first experienced have been overcome. The majority of merchants can continue the fight indefinitely, without any serious interference with their businesses.

It is very unfortunate that no effort has been made to enlighten the people regarding the probability of a change in the Treaty. Nearly every remark that the President of the U. S. has made regarding the better execution of the present Treaty has been construed to mean that the President desires a change in the Treaty. And furthermore, the majority of the Chinese believe that the President has the treaty-making authority. If an effort had been made to make the Chinese understand that no change need be expected their disappointment need not be as great as it will be. However, the excitement has had time to cool off, and there seems to be a good prospect that, whatever the new Treaty may be, the Chinese will accept it quietly and continue the boycott.

NEW YEAR'S RUMOURS.

Every New Year we have a lot of rumours regarding the near future. This year is proving no exception. Already we hear it said that Hunan braves are being brought to Canton and are being carefully drilled with a view to taking part in an uprising against the present dynasty. The reformers are also reported to be active and in league with the anti-dynastic movement. But unless the Viceroy could be enlisted in this movement, or his soldiers desert him, there is no possibility of any attempt being successful. The Viceroy has about 8,000 foreign drilled troops in the city and two thousand in outlying stations. It would take a very large undisciplined force to make headway against these troops. It is said that the foreign drilled troops will be increased to 24,000 next year.

THE "DORIC" COLLISION.

INQUIRY HELD.

At the Magistrate's this afternoon, Mr. F. A. Hazeland presiding as Coroner, an inquiry was held into the circumstances surrounding the death of a coolie named Yeung Sum, thirty-four years of age, who was killed some days ago, as a result of injuries received in a collision, which occurred in the harbour on January 10, between the *s.s. Doric* and a coalie boat.

The following jury was empanelled:—Messrs. J. M. W. Irving, C. W. Georg and Archibald McKirdy.

Hing Tui, a stevedore coolie, deposed that on the 10th instant, about 12.30 p.m. he was returning to Yau-ma-tei from Hongkong in a coalie boat. There were twenty coolies in the boat, including the deceased, who was also a stevedore coolie. When the *Doric* was about *wachung* away—opposite the Kowloon godowns—she was first seen by witness, who was sculling the boat. By means of models witness described how the collision occurred. The *Doric* came up from behind the boat, and, on being seen by the people on the boat, the junk swung round with her bows pointed to Hongkong, and the *Doric* struck the junk on her port side. Witness had to, swing the boat round, or else the *Doric* would have struck the junk at the stern. Witness said that as soon as the collision occurred the junk was broken to pieces, and all the occupants were thrown into the water. Witness did not see anything hit the deceased. Witness and deceased were picked up by a launch.

Inspector Langley: Did you hear the ship's whistle blow?—No, I did not.

Police and Medical evidence was given, and native witnesses were called.

The master of the *s.s. Doric* gave evidence. He said that on the 10th, at about 1.22 p.m., the *Doric* was approaching her buoy when witness noticed this particular boat on his port bow, crossing over to starboard. Witness blew the whistle to attract attention. The junk had no time to stop, or go across the bow. Witness then lost sight of the boat as it got under the bow, but next heard his mate halting the boat. There was no crash whatever at the time of the collision, and the *Doric* was going dead slow, as she was approaching her buoy.

After further evidence the jury brought in a verdict of death from misadventure.

THE INTENDED JAPANESE STEAMSHIP COMBINATION to which we have already alluded, proposes to admit foreign steamship owners. It is to be hoped the latter will keep out of it, so that there may be still a healthy competition.

—N. C. D. News.

TITE Russo-Chinese negotiations concerning Manchuria will commence in the middle of the first moon of the Chinese calendar, and the Government has wired to the Military Governors of Hei-ung-chiang and Kirin to report upon the condition of their provinces.

DOES not this top everything? A man named McChesney, a resident of Redding, Cal., has married his son's divorced wife. There have been instances where a man has married his father's widow. That was bad enough; but surely looseness of the marriage tie has reached its limit in the case of McChesney.

A BUDGET, it is reported from Peking, is to be issued by the Board of Revenue at the end of this year, or, according to the Chinese, the 32nd year of the reign of His Imperial Majesty Kuang Hsi. The lines of this, the first Financial Budget of China, will be similar to those of Japan, whose methods are being used so extensively by its larger neighbour.

As a result of the voting on the 9th inst. for the French Municipal Council at Shanghai, the members of last year's Council were re-elected. The votes received by the successful candidates were:

Mr. G. Henriot	123
" P. Brunet	113
" B. A. Clarke	101
" E. T. J. Blount	104

Mr. Tavares received 43 votes, but it was announced by Mr. Ratard that he would have been disqualified in any event for having failed to comply with condition 5 of the regulations. Out of a possible 265 votes, 135 were recorded, 17 going for candidates other than those mentioned above.

A CHINAMAN was recently walking along when a dog ran up and began barking in a somewhat aggressive manner at his heels. He became greatly alarmed, and dodged about all over the pavement to avoid the animal. A benevolent old gentleman who happened to be passing at the time, and saw the trouble he was in, immediately went up to him, and patting him on the shoulder said in a pacifying tone, "Come, come, my friend, you must not be afraid, the dog won't hurt you; don't you know the old, old proverb that 'barking dogs never bite'?" "That's all very well," replied the Chinaman, "you knowe proverb and me knowe proverb, but how can do, does the dog knowe proverb?"

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 17th inst.
Canadian (*Empress of India*) 17th inst.
German (*Preussen*) 19th inst.
Indian (*Kumsang*) 23rd inst.
Australian (*Eastern*) 3rd prox.

The M. M. Co.'s *s.s. Salasia*, with the next French Mail, left Singapore to-day, at 4 p.m., for this port via Saigon.

The C. P. R. Co.'s *s.s. Empress of China* arrived at Nagasaki at 9 a.m., on 15th inst., and left again at 4 p.m., same day, for Kobe where she is due to arrive at 8 p.m., on 16th inst.

The Imperial German Mail *s.s. Preussen*, carrying the German Mails, with dates from Berlin of the 19th ult., left Singapore on Sunday, at 4 p.m., and may be expected here on 19th inst.

The C. P. R. Co.'s *s.s. Empress of India* arrived at Shanghai at 1 p.m., on 14th inst., and left again at 10.30 a.m., Monday, for Hongkong where she is due to arrive at 4 p.m., on 17th inst.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OOPACK"	23rd January.
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALGONOUS"	13th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	17th January.
"GENOA, MARSEILLES & L'POOL	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
"GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.
	"YANGTSE"	24th February.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.
	"OANFA"	26th February.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 16th January, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS

TO SAIL

NINGPO and SHANGHAI "NINGPO" 18th January.

SHANGHAI "SHAOSING" 18th "

CEBU and ILOILO "SUNGKIANG" 22nd "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

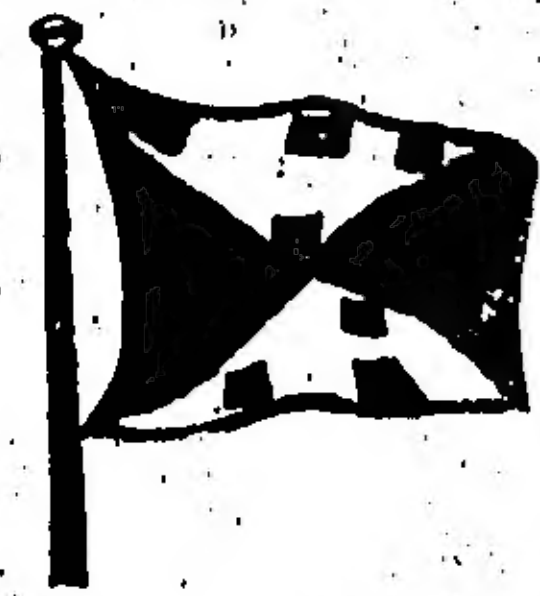
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 16th January, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUMI	2540	R. Almond	MANILA	FRIDAY, 19th Jan., at 4 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th Jan., at 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 16th January, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship

About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 23rd December, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour:—
CALZIO CHIEF, British ship, Captain John
Jones.—Standard Oil Co.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10c.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1905.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"

Captain T. ADYIN, R.M.S.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single 3s; Return Ticket,
6s; 2nd Class, 2s; 3rd Class, 1s. 6d.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, 4s; Return, 7s; 3rd Class, Single,
3s; Return, 5s; 4th Class, 2s; 5th Class,
1s. Breakfast, Tea and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of 2s.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged 3s
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.,

Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons

Captain

"KWONG CHOW" 1,300 T. R. MEAD.

"KWONG TUNG" 1,300 T. H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans in
First Class Cabins.

Passage Fare—Single Journey 3s.

Meals 1s each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For

Steamship

On

SHANGHAI via SWATOW "KWONGSANG" THURSDAY, 18th Jan., Daylight.

SHANGHAI "FOOSHING" THURSDAY, 18th Jan., 4 P.M.

MANILA "YUENSANG" FRIDAY, 19th Jan., 4 P.M.

SANDAKAN "MAUSANG" SATURDAY, 20th Jan., Noon.

S'GAPORE, PENANG & CALCUTTA "KUMSANG" WEDNESDAY, 31st Jan., 3 P.M.

Taking Cargo on through Bills of Lading to Cebu and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 16th January, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To sail at Daylight on

"NUMANTIA" 4,370 Feldmann January 20th, at Noon.

"ARABIA" 4,483 Metzenhain January 31st.

"ARAGONIA" 5,198 Ernst

"NICOMEDIA" 4,370 Wagemann

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR

MARSEILLES, HAVRE, ANTWERP

(DIRECT).

Taking Cargo to LONDON with prompt trans-
shipment at Marseilles.Calling at MANILA, SINGAPORE, PENANG and
"COLOMBO."

THE Company's Steamship

"KOUANG-SI"

Captain Barillon, will be despatched as above,
on or about the 6th February, 1906.This Steamer has Accommodation for Pass-
engers and carries a duly qualified Doctor.For information as to Passage and Freight,
apply to

G. DE CHAMPEAUX,

Agent,

Queen's Building.

Hongkong, 26th December, 1905. (1289—K)

FOR SINGAPORE, PENANG, COLOMBO,
PORT SAID AND MAELPS.

(If sufficient inducement offers).

THE Steamship

"RHENANIA"

Captain Föck, will be despatched for the above
Ports, on or about the 10th February.The Steamer has splendid accommodation
for Passengers and carries a duly qualified
Doctor and Stewardess.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 12th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma, with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Shawmut 9,606 E. V. Roberts 27th Jan.

Hyades 3,753 J. Alwen 10th Feb.

Tremont 9,606 T. W. Garlick 20th Feb.

Lyra 4,417 G. V. Williams

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The two crew s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 11th January, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"PATHAN" 23rd January.

"ST. GEORGE" to follow.

"SHIMOSA" to follow.

For Freight and further information, apply
to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 12th January, 1906.

Consignees.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NUMANTIA"

FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Counter-
signature and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.

S. SILVERSTONE,

Acting General Agent.

Hongkong, 15th January, 1906. [16]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SPEZIA"

Captain Müller, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.All claims must be presented within ten
days of the steamer's arrival hereafter which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th January will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th January, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 13th January, 1906. [122]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALANCOTTA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. FRIDAY, the 12th inst.,
will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 11th January, 1906. [114]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"ARCADIA"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. Britannia.

From Calcutta, ex S.S. Mantla.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co's Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
9 A.M. TO-MORROW.Goods not cleared by the 18th inst., at 4
P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival hereafter which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 11th January, 1906. [14]

S.S. "CALEDONIAN"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s.
Bardet and Charente, from Havre ex s.s.
Bagdad, from Bordeaux ex s.s. Ville de Lille,
and from L. Natalis ex s.s. Ville de Roulogne,
in connection with above Steamer, are hereby
informed that their Goods with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Go-
down Co., Limited, at Kowloon, whence deli-
very may be obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 6 P.M. TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
WEDNESDAY, the 17th January, at Noon,
will be subject to rent and landing charges.All claims must be sent in to me on or before
the 17th January, or they will not be recog-
nised.All damaged packages will be examined on
WEDNESDAY, the 17th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th January, 1906. [11]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India, and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.

The type

FIRE ON THE "TAIHING"

AN OIL STEAMER ABLAZE.

The Shanghai Times of 12th inst. says: Yesterday afternoon a fire broke out on board the s.s. *Taihing*, which was lying moored in the lower section of the harbour.

The fire originated in the after hold and, upon its discovery, the regulation fire signals were displayed and sounded and an urgent message for assistance was telephoned to Shanghai.

The *Taihing* had a large number of cases of kerosene oil on board and as she was moored in the vicinity of the Standard Oil Co.'s wharves, it was considered advisable under the circumstances to tow the vessel below the wharves and also to beach her if it should be found necessary; the tugboats *Samson*, *Fokien* and *Nita Fungyun* were despatched to the scene of the fire.

The Shanghai Water Works water-boat was quickly in attendance and laid on several branches of hose, the Customs' launch under the command of Inspector Mellows of the River Police also rendering great assistance to the attempt to quell the outbreak, being fitted with a powerful pump and fire extinguishing apparatus.

The Berthing Officer, Mr. Olsen, was also in attendance, he having received instructions from the Harbour Master to the effect that in the event of the fire becoming unmanageable and the blazing hull likely to prove a menace to the vessels and property in the vicinity that she was to be removed and beached.

The fire was well in hand by 7 p.m., the after hold being flooded with water and the vessel being considerably by the stern.

Owing to the messenger from the wharf to windlass being ashore for repair and another one not immediately available, some difficulty was experienced in unmooring the vessel.

The vessel was beached above the point on the Shanghai side and, it is understood, that docking will be necessary.

The full extent of the damage to the hull and cargo, both of which are fully covered by insurance, was not ascertained.

The *Taihing*, late *Sandakan*, is an old blue funnel steamer, a vessel of 1,374 tons, commanded by Captain Robb.

THE "SHELL" COMPANY'S BALANCE SHEET.

The report and balance sheet of the past year's trading of the "Shell" Transport and Trading Co., which were published in our Saturday's issue, must be read with great satisfaction by the shareholders of this concern, for the period under notice, has proved highly successful. The gross profit, which in 1902 and 1903 were respectively £219,166 and £339,330, now amount to more than £524,075, the latter figure including depreciation of £103,000, as against £84,000 for 1902, and £86,000 for 1903. This means that after paying the interest on the preference shares, there is a balance left of £197,815, as against £69,515 in 1902 and £158,852 in 1903. The real profit for the past year would have been some £12,000 more had it not been for the amount which has been spent (and now written off) on the establishment of the European branches of the company. Why this amount should have been written off in one year we fail to see, but the fact remains that there is still a pleasing surplus of £100,000 for division between the ordinary shareholders, as well as £107,815 to be carried forward, while in addition to this the reserve fund of the company now stands at over £500,000. One fact, however, is still unpublished, and that is the cost of producing the crude oil and its refining. The Far Eastern press frequently publishes statistics in regard to this, for there is no trade secret attached, and so we see no reason why the shareholders should not receive full details. The expenses of management, salaries, and directors' and other fees, only amount to £22,150, which figure also covers the chartering of the steamers, for we are pleased to note that no commission for the same is received by Messrs. M. Samuel and Co., a fact which stands out in striking contrast to the methods adopted in some other concerns. Petroleum Review.

Shipping.

Arrivals.

Gneisenau, Ger. s.s., 5,003, Boite, 15th Jan.—Yokohama 6th Jan., Mails and Gen.—M. & Co.

Idomeneus, Br. s.s., 4,200, H. Nish, 16th Jan.—Japan Ports and Shanghai 13th Jan., Gen.—B. & S.

Chingto, Br. s.s., 1,450, J. McD. Howie, 15th Jan.—Yokohama via Kobe and Kuchino 11th Jan., Gen.—B. & S.

Walibora, Br. s.s., 1,265, W. Brown, 15th Jan.—Hohow 14th Jan., Gen.—Chinese.

Kwangle, Ch. s.s., 1,468, H. Sleeman, 15th Jan.—Shanghai 11th Jan., Gen.—C. M. S. N. Co.

Rubi, Br. s.s., 1,610, R. W. Almond, 16th Jan.—Manila 13th Jan., Gen.—S. T. & Co.

Glenstrat, Br. s.s., 3,072, McGillivray, 16th Jan.—London and Singapore 10th Jan., Gen.—McG. Bro. & Gow.

Trave, Ger. s.s., 3,632, J. Bandermann, 16th Jan.—Vladivostok 10th Jan., Russian troops—M. & Co.

Kampoi, Fr. s.s., 412, De Leili, 16th Jan.—Macao and Quanzhou 15th Jan., Gen.—Chinese.

Clearances at the Harbour Office.

Hongkong, for Halphong.
Pakoi, for Swatow.
Leyel, for Bangkok.
Gneisenau, for Singapore.
Walibora, for Amoy.
Trave, for Singapore.
Kampoi, for Kwang-chow-wan.
Kwangle, for Canton.
Glenstrat, for Saigon.
Trave, for Manila.
Walibora, for Swatow.
Pakoi, for Surabaya.
Doris, for Bangkok.
Chingto, for Manila.

Departures.

Prins Sigismund, for Japan.
Holstein, for Halphong.
Doris, for Coast Ports.
Hohow, for Hongkong.
Wakamatsu, for Meiji.
Tatung, for Swatow.
Andalusia, for Singapore.
Strocco, for Manila.
Chingto, for Australian Ports.
Kutang, for Calcutta.
Fusang, for Samarang.
Teian, for Manila.
Tatung, for Singapore.
Glenstrat, for Singapore.
Doris, for Bangkok.
Pakoi, for Swatow.

Passengers arrived.

Per *Kwangle*, from Shanghai—Mr. and Mrs. Edw. Wolf, and 105 Chinese.

Per *Rubi*, from Manila—Messrs. C. H. Smith, W. F. Schmidt, Lieut. F. R. Holt, U.S.N., Messrs. I. J. Jessup, O'Sell, W. R. Cleveland, Mr. and Mrs. W. S. Dabbs, Miss Douglas, Mrs. and Miss Baldwin, Lieut. and Mrs. Hasbrook, Messrs. C. A. Meissner, O. O. Jordan, Albert Kopp, S. Takashita, and Rev. C. W. Fowler.

Per *Gneisenau*, for Hongkong from Yokohama—Messrs. F. O. Dick and Chuan. From Kobe—Messrs. W. Müller, G. A. Hellen, J. G. Leithrington, A. A. Dalton, K. Honuma and Mrs. Shima Kobayashi. From Nagasaki—Mr. and Mrs. S. M. Gidley, J. Okamoto, and 1 Japanese. From Shanghai—Messrs. G. C. M. Anderson, Thil Arnold, G. Kalmatz, Mrs. H. C. Guedes, Messrs. M. H. Michael, J. W. Bashford, Miss M. C. Moffat, Messrs. J. W. Bolles, J. St. John Chech, C. Diemer, G. Schuwaloff, Miss J. Stegemann, Mr. and Mrs. L. M. Marquet and family, Miss Cousins, and Mr. J. Kuta.

Shipping Report.

Str. *Kwangle* from Shanghai: Moderate N.W. winds and fine weather, with moderate following sea to Lamook, hence to port fresh N.W. winds and overcast, with rain at times, and smooth sea. (Lat. 28° 25' N. Long. 122° 67' E., p. used junk bottom up.

Vessels at Port.

Amoy, Ger. s.s., 663, H. Plimbeck, 8th Jan.—Chelon 3 d Jan. (Gen.—S. W. & Co.)

Athenian, Br. s.s., 2,440, S. Robinson, R.N.R., 12th Jan.—Vancouver, B.C., 11th Dec., and Shanghai 8th Jan., Gen.—C. P. R. Co.

Chowai, Ger. s.s., 1,115, W. H. Siermann, 14th Jan.—Bangkok 5th Jan., and 10th Jan. 12th Rice Timber and Gen.—B. & S.

Coningby, Br. s.s., 2,157, Chas. E. Toop, 9th Jan.—Calcutta 21st Dec. (Gen.—Order.)

Doris, Br. s.s., 4,075, H. Smith, R.N.R., 10th Jan.—San Francisco 9th Dec., Honolulu 16th, Yokohama 29th, Kobe 30th, Nagasaki 2nd Jan., and Manila 8th, Mails and Gen.—O. & O. S. S. Co.

Dr. Hans Jung Kier, Nor. s.s., 691, H. E. Larsen, 19th Dec.—Hollo 14th Dec., Sug.—Asgard & Thorsen Co.

Elita, Norw. Ger. s.s., 1,160, W. Lassen, 31st Dec.—Canton 30th Dec., Gen.—S. & Co.

Emma Luyken, Ger. s.s., 1,160, G. Comand, 1st Jan.—Canton 31st Dec. (Gen.—Order.)

Fernandez Hermanos, Am. s.s., 482, 2nd Jan.—Manila 30th Dec. (Gen.—G. L. & Co.)

Haitan, Br. s.s., 1,183, J. S. Rench, 16th Jan.—Fochow 7th Jan. (Gen.—B. & S.)

Hohow, Br. s.s., 1,450, J. L. & Co., 15th Jan.—Canton 13th Jan., Gen.—S. & Co.

Hikran Maru, Jap. s.s., 3,912, P. Mori, 11th Jan.—from Kuchino, Coal—M. B. K.

Jacob Diederichsen, Ger. s.s., 623, H. 15th Jan.—Hohow 13th Jan., Gen.—J. & Co.

Krivobara, Ger. s.s., 638, H. Jaminke, 13th Jan.—Shanghai 9th Jan., Ballast—Order.

Laen, Br. s.s., 1,140, J. B. Jackson, 13th Jan.—Saigon 8th Jan., Mail and Gen.—Chinese.

Mausang, Br. s.s., 1,544, R. Houghton, 6th Jan.—Sandakan 30th Dec., Timber and Gen.—J. M. & Co.

Mercedes, Br. transport, 4,000, J. McGregor, 6th Jan.—Weihaiwei 31st Dec., Ballast—Admiralty.

Numanita, Ger. s.s., 4,353, H. Feldmann, 15th Jan.—Moji 10th Jan., Gen.—P. & A. S. S. Co.

Prontor, Nor. s.s., 860, H. 15th Jan.—Hiphong and Hohow 3rd Jan., Gen.—A. R. M.

Quarta, Ger. s.s., 1,825, H. Maaden, 12th Jan.—Wakamatsu 6th Jan., Coal—S. W. & Co.

Quito, Br. s.s., 2,154, S. Shotton, 9th Jan.—Newcastle (N.S.W.) 17th Dec. (Gen.—Order.)

Rajaburi, Ger. s.s., 1,180, O. Koch, 12th Jan.—Bangkok and Jan., Rice and Wood—B. & S.

Tholma, Nor. s.s., 1,896, F. Joger, 8th Jan.—Java 24th Dec. (Gen.—S. W. & Co.)

Tijlwin, Dut. s.s., 3,065, N. van Wyck, 1st Jan.—Canton 1st Jan.—Macassar 4th Jan., Ballast—J. C. J. L.

Wansang, Br. s.s., 1,128, P. H. Rolfe, 16th Jan.—Manila 12th Jan., Gen.—I. M. & Co.

Steamers Expected.

Vessel	From	Agent	Date
Emp. of India	Shanghai	C. P. R. Co.	Jan. 17
Manchuria	Shanghai	P. M. & Co.	Jan. 17
Lightning	Singapore	D. S. & Co.	Jan. 17
Pekin	Singapore	P. & O. Co.	Jan. 17
Preussen	Singapore	M. & Co.	Jan. 19
Salatia	Singapore	P. & O. Co.	Jan. 20
Kumang	Calcutta	J. M. & Co.	Jan. 23
Tartar	Vancouver	C. P. R. Co.	Jan. 30
Eastern	Sydney	G. L. & Co.	Feb. 3

BOOK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

H.M.S. Des

Powar

Haitan

Frithof

Mausang

Krivobara

Lucia

Kanase

SHANGHAI.

12th inst.

Fengting

Fernandez

Ships Passed the Canal.

5th December—*Alston*, Malacca. 9th December—*Chingto*, Kuchow. 12th December—*Austria*, Riverdale, Siberia, Llang-chow. 15th December—*Antenor*, Benlarig. 22nd December—*Calchas*, Ning-chow. 29th December—*Prins Regent*, Luthold, Ceylon. 31st January—*Banana*, C. Ford. 1st January—*Alston*, Tonkin. 2nd January—*Baralong*, 9th January—*Banana*, Benlarig. 12th January—*Wooning*, Tounan. 13th January—*Indrawadi*, Manilau, Persia, Telet.

Arrivals at Home—30th December—*Benvenut*, Schen. 1st January—*Secotra*. 2nd January—*Senagamba*. 3rd January—*Sunda*. 9th January—*Alston*, Bantia. 12th January—*Prins Regent*, Luthold, Serbia, Tonkin.

Post Office.

A Mail will close for:—

Bangkok—Per *Loyal*, 17th Jan., 8 A.M.

Hohow and Pakoi—Per *Jacob Diederichsen*, 17th Jan., 9 A.M.

Macao—Per *Heungshan*, 17th Jan., 1.15 P.M.

Singapore and Penang—Per *Hellas*, 17th Jan., 4 P.M.

Swatow and Shanghai—Per *Kwangle*, 17th Jan., 5 P.M.

Ningpo and Shanghai—Per *Ningpo*, 18th Jan., 3 P.M.

Moji, Kobe, Yokohama and Portland, Or.—Per *Numanita*, 19th Jan., 5 P.M.

Europe, &c. India, via Tuticorin—Per *Gneisenau*, 17th Jan., 11 A.M.

Singapore—Per *Idomeneus*, 17th Jan., 4 P.M.

Macao—Per *Heungshan*, 18th Jan., 1.15 P.M.

Shanghai—Per *Shanghai*, 18th Jan., 3 P.M.

Shanghai—Per *Fochow*, 18th Jan., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doris*, 19th Jan., 11 A.M.

Macao—Per *Heungshan*, 19th Jan., 1.15 P.M.

Manila—Per *Yuzhang*, 19th Jan., 3 P.M.

Manila—Per *Fubi*, 20th Jan., 11 A.M.

Sandakan—Per *Mausang*, 20th Jan., 11 A.M.

Macao—Per *Heungshan*, 20th Jan., 1.15 P.M.

Macao—Per *Heungshan*, 21st Jan., 1.15 P.M.

Cebu and Iloilo—Per *Sungshan*, 22nd Jan., 3 P.M.

Europe, &c. India, via Tuticorin—Per *Polymetia*, 23rd Jan., 11 A.M.

Timor, Port Darwin, Thursday Island, Cockburn, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 24th Jan., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 24th Jan., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 26th Jan., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Dakota*, 27th Jan., 10 A.M.

Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Shawmut*, 27th Jan., 10 A.M.

Manila—Per *Zafra*, 27th Jan., 10 A.M.

Europe, &c. India, via Tuticorin—Per *Oceanic*, 27th Jan., 11 A.M.

Singapore, Penang and Calcutta—Per *Kumponhast*, 27th Jan., 2 P.M.

Singapore, Penang, Port Darwin, Thursday Island, Cockburn, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 24th Jan., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empire*, 24th Jan., 10 A.M.

Found outside the General Post Office a watch. Owner can have same on application to Postmaster General.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtan, Sanhu, Kongmoon, Kuchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 5 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Abbott, L. S.

Aitken, C. H.

Anderson, Mrs. K.

Bachman, J. W.

Baker, A.

Bastien, H. G.

Bayfield, H.

Bell, R. N., Engr. Lieut.

B. F.

Birbeck, R. J.

Bishop, L. C.

Bisney, Mr. & Mrs. S.

Bisney, Miss

Bissell, W. S.

Bonner, Mr. and Mrs.

Bonner, E. A.

Brambach, A.

Bray, W. M.

Broughall, L.

Hurne, C. M. G.

Campbell, L. F.

Chalmers, A. B.

Chatham, Hon. & Mrs.

Clark, M. O.

Clark, T.

Clarke, Mr. and Mrs.

T. W.

Clogg, R. M., Eng. Lt.

and Mrs. H.

Cleveland, W. R.

Copp, Mr. and Mrs.

Corbett, R. B.

Coulthart, J.

Cruikshank, A.

Cunningham, G.

Curry, Dr. and Mrs. E.

Davies, F. O.

Deacon, F. H.

Doollittle, F. H.

Douglas, Capt. & Mrs. J.

Dowley, Mr. and Mrs.

W. A.

Downing, Mr. and Mrs.

T. C. and infant

EVAN-JONES, Dr. and Roach, Mrs. J. S. and child

Flagg, Mr. and Mrs. Robbins, R. M. Lieut. and maid

Flischer, R. F.

Fletcher, H.

Fletcher, E. W.

Franklin, C. W.

Glover, P. B.

Grant, R. M., Capt. and Smith, C. W.

Mrs.

Gray, T. C.

Hall, Capt. T.

Hampson, W. B.

Hardy, R. M., Lt. and Stephens, H.

Mrs. C. T.

Harker, B. B.

Hicks, Mr. and Mrs.

Holt, B. G.

Hollingsworth, Mr. & Mrs.

Hopkins, L. M.

Buang, Kap, H. E. and Wakefield, Mrs. and Miss

Huggott, J. H.

Hunter, R.

Humphreys, Mr. and Wood, G.

Mrs. H.

Hurst, R. W., Engineer-Young, J. A., Capt.

PEAK.

Ambro, L.

Andrews, Mrs.

Bathurst, Capt. and Mrs.

Benita, Mrs.

Bentley, Mrs.

Bogle, Lady Florence

Buxton, Lady B.

Caruthers, Mr.

Carter, Mr. and Mrs.

Chester, Maj. A. A.

Clocher, A. N.

Cocks, Mr. & Mrs. A. E.

Crookshank, Mr. & Mrs.

Daniel, Mr.

Darling, Col.

Gales, Capt.

Gasper, Mr.

Gaster, E.

Gracey, Mr.

Graham, Mr. and Mrs.

W. Douglas

Halahan, Staff-Surgeon

and Mrs.

Halsall, Mr. and Mrs.

Harland, F. A.

Howard, Mr. and Mrs.

W. H.

Hughes, Mr.

Jacks, Mr.

Jeffries, H. U.

Jessup, Lt.-Col.

Kaye, Major and Mrs.

Kennell, Major & Mrs.

Knight, Mr.

Lady, Mrs.

Maitland, Mr. and Mrs.

Marlin, R.

Mitchell, R.

Moss, Mr. and Mrs.

Moxon, F. B.

Painter, Major & Mrs.

Pollock, K. C. Mr.

Saver, Capt. and Mrs.

Searle, Rev. G.

Seymour, Lt.-Col.

Sinclair, A.

Soovey, Capt. & Mrs.

Stokes, Mr.

Thomas, Mrs. Carl

Thomas, Misses

Vandin, Gordon

Verker, Capt. & Mrs.

Watson, Mr. & Mrs. M.

Westcott, Mrs.

White, Dr. M. I.

Wilkie, Mr. and Mrs.

John

Wondie, Mrs. Van de Woodward, Mr. & Mrs.

KOWLOON.

Alnall, Dr. D. H.

Charlton, R. M., Capt. Hall, A. J. and Mrs. E. and Reynolds, F. O. nurse

Crawford, Mrs. A.

Jan. 15 at 10 a.m. 30.24

Jan. 15 at 4 p.m. 30.12

Temperature 33 35

Humidity 86 81

Rainfall 0.04

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT.
Andromeda	despatch-vessel	1,700	4	3,000	Commander Harbord	Salgon
Arcton	cruiser, 1st class	11,000	16	10,500	Captain R. Nelson Ommanney	Hongkong
Arcton	torpedo boat destroyer	550	6	7,000	Lieut. Commander R. H. Heston	Hongkong
Arcton	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Shanghai
Arcton	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Shanghai
Arcton	loop	1,070	6	1,400	Commander H. D. C. Luard	Yangtze
Arcton	water tank and tug	300	—	300	—	—
Arcton	loop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtze
Arcton	cruiser, 1st class	11,000	16	10,500	Captain H. W. Savory	Manila
Arcton	torpedo boat destroyer	550	6	7,000	Lieut. Commander H. E. Sullivan	Hongkong
Arcton	torpedo boat destroyer	550	6	7,000	Lieut. Commander Bather	Hongkong
Arcton	torpedo boat destroyer	550	6	7,000	Lieut. Commander Lewin	Hongkong
Arcton	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Hongkong
Arcton	torpedo boat destroyer	550	6	7,000	Lieut. Commander Stevenson	Hongkong
Arcton	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Singapore
Arcton	torpedo boat destroyer	275	6	4,000	Lieut. Commander H. B. Cox	Hongkong
Arcton	torpedo boat destroyer	275	6	4,000	Lieut. Commander Richards	Hongkong
Arcton	special service torpedo-v.	6,400	—	24,000	Captain E. F. B. Charlton	Hongkong
Arcton	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Arcton	torpedo boat destroyer	550	6	7,000	Lieut. Commander C. Seymour	Hongkong
Arcton	torpedo boat destroyer	280	6	3,900	Lieut. Commander W. H. Darwall	Yangtze
Arcton	river gunboat	85	4	1,200	Lieut. Commander E. V. R. Dugmore	West River
Arcton	river gunboat	180	2	800	Lieut. Commander F. B. Noble	Hongkong
Arcton	torpedo boat destroyer	310	6	6,300	Lieut. Commander J. Kiddie	Surveying (Labuan)
Arcton	surveying-vessel	235	6	650	Commander C. E. Monro	West River
Arcton	river gunboat	85	2	240	Lieut. Commander Robert E. Vaughan	West River
Arcton	river gunboat	85	2	240	Lieut. Commander J. T. Atlay	West River
Arcton	river gunboat	85	2	240	Lieut. Commander J. T. S. Lys	Yangtze
Arcton	torpedo boat destroyer	550	6	6,500	Captain W. L. Grant	Manila
Arcton	cruiser, 1st class	12,000	14	21,000	Commodore H. P. Williams	Hongkong
Arcton	river gunboat	460	6	800	Lieut. Commander E. Secretan	Yangtze
Arcton	torpedo boat destroyer	355	6	6,300	Lieut. Commander Hughes	Hongkong
Arcton	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Arcton	torpedo boat destroyer	360	6	5,900	Lieut. Commander C. E. F. Thomas	Hongkong
Arcton	river gunboat	195	2	800	Lieut. Commander G. B. Spicer-Simson	Yangtze
Arcton	river gunboat	150	2	550	Lieut. Commander G. J. Todd	Yangtze
Arcton	river gunboat	150	2	550	Lieut. Commander Jno. F. Knox	Yangtze

* Flying-Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

FRENCH MEN-OF-WAR ON THE CHINA STATION.						
NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Pauré	Halphong
Adour	receiving-ship	—	—	—	Lieut. Merle	Halphong
Alouette	torpedo-depot	—	—	—	Commander Kérhuil	Cape St. James
Argus	river gunboat	123	—	500	Lieut. Jannet	Hongkong
Arcton	river gunboat	—	—	1	Lieut. Allaire	Salgon
D'Assas	armoured cruiser	4,000	31	9,500	Lieutenant L'Eost	Halphong
Décidé	gunboat	645	10	1,000	Commander Amet	Shanghai
Descautes	cruiser...	3,985	14	5,500		Salgon
Dupetit-Thouars	armoured cruiser	10,014	—	—		Salgon
Francisque	destroyer	303	7	6,300	Lieut. Coton	Salgon
Frède	destroyer	350	—	303	Lieut. Bibet	Salgon
Gudouan †	protected cruiser	—	—	—	Capt. Tracou	Salgon
Geydon	protected cruiser	9,376	7	20,500	Capt. Riden	Salgon
Héart Rivière	river gunboat	—	—	—	Lieut. Portier	Halphong
Jaquin	river gunboat	300	6	508	Lieut. Le Coroller	Halphong
Javeline	destroyer	307	—	300	Commander Sagot-Duyatroux	Salgon
Kersaint †	cruiser...	1,250	7	2,200	Commander Simon	Salgon
Lyx	sub-marine...	—	—	—	Armbruster	Salgon
Manche	surveying-ship	—	—	—	Commander Laporte	Bale d'Along
Montcalm	armoured cruiser	9,500	13	19,500	Capt. Martel	Salgon
Mouquet	destroyer	307	7	6,300	Lieut. Duchemin	Salgon
Oly	river gunboat	—	—	—	Lieut. Grélier	Chungking
Peiho	gunboat	—	—	—	Lieut. Marchand	Tongks
Perle	sub-marine...	—	—	—		Salgon
Pistolet	destroyer	307	7	6,300		Salgon
Protée	sub-marine	—	—	—		Salgon
Rapide	destroyer...	—	—	—		Salgon
Redoutable *	battleship, reserve	9,437	8	6,071	Lieut. Glorieux	Salgon
Sabre	destroyer	—	—	—	Lieut. Vincent-Brédagne	
Stryx	armoured gunboat	1,796	10	1,700	{Flagship of the 2nd Naval Division, Capt. Passerat de Silans, Commandant, the local naval defence of Indo-China.	Salgon
Takiang	river gunboat	—	—	—	Lieut. Leball	Upper Yangtze
Takouan	destroyer	350	6	—	Capt. Dupriez	Salgon
Touba	receiving-ship	6,150	23	4,560	Commander Terquem	Salgon
Widan	torpedo-depot	—	—	—	Lieut. Fougereuse	Hongay
Vigilante	river gunboat	123	7	500	Lieut. Brugnon	Salgon
						Canton

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ £1 15/- @ exchange 1/10 = \$18.66 67 } for first half-year 1905	5 %	{ 1905 sellers London 2/6 \$38 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$160,215 \$202,455 \$296,955	Nil.	\$4 1/2 for year ended 30.1.1905	5 %	190 buyers
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 95 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$400,000 \$311,453 \$1,043,950 \$1,152,304 \$750,000	\$2,339,112	\$4 1/2 for 1904	5 1/2 %	730
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$50,000 \$5,800	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$170
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,093 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903	8 %	190 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	0 1/2 %	\$32 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$261,631	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$88,911 \$350,000 \$145,376 £120,000	Nil.	\$3 1/2 for year ended 30.6.1905	0 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$600,000 \$145,376 £120,000	18,054	\$1 for first half-year 1905	8 %	\$25 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£241,150 £3,990	£4,435	12/- @ 1/10 = \$6.29 51 for 1904	6 1/2 %	\$95
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 15,000	Tls. 43,762	{ Interim of Tls. 2 for 1905 Interim of Tls. 12 for 1905 1/- (Coupon No. 6) for 1905	8 % 8 % 4 1/2 %	{ Tls. 38 buyers Tls. 49 buyers 23/
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£4,144	107,815	{ \$1.80 \$0.90 } for year ending 31.1.1905	{ 1 1/2 % 4 %	{ \$32 \$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$65,000 \$24,217	\$929	\$10 for 1904	7 %	\$149 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,675 \$130,153	\$21,231	Interim of Tls. 2 for 1905	9 1/2 %	Tls. 35 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 195,470 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	9 1/2 %	Tls. 35 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000 none	\$42,812	Interim of \$10 for 1905	10 %	\$205
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,987	\$3 for 1897	...	\$25 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 62 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	Final of 1/- (No. 5)	...	Tls. 8.80 buyers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G \$672,093	Final of 50 cents making G \$1 for 1905	...	G \$17 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	£8,745	No. 12 of 1/- = 48 cents	...	\$4 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	9 1/2 %	Tls. 126 buyers
Fenwick (Geo.) & Co., Limited	{ 6,000 12,000 }	\$25	\$25	{ \$250,000 \$50,000 \$300,000 \$41,500	\$8,577	{ \$2.75 for 1904 on old capital First year	...	\$25 buyers \$24 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$250,000 \$50,000 \$300,000 \$41,500	\$29,422	Interim of \$2 1/2 for 1905	4 1/2 %	\$108 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$65,500	\$501,332	\$6 for first half-year 1905	8 %	\$164 buyers
New Amoy Dock Company, Limited	10,000	\$50	\$50	Tls. 487,910 Tls. 59,880	Dr. 10,260	\$1 1/2 for 1903	7 %	\$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 32,000	Tls. 10,711	Interim of Tls. 6 for 1905	5 1/2 %	Tls. 227 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1		

ACCESSORIES

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